

Equipment Maintenance

EQUIPMENT OPERATING INSTRUCTIONS O TECHNIQUE

This volume outlines maintenance and supply responsibilities, defines equipment status terms, and provides guidance for maintenance and supply at the O Field Station (OFS). Specific station requirements that identify unique information are provided in the attachments.

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1. Record Requirements (performed by Air Force Mobile Depot Assistance Team (MDAT)):

a. Historical Records. An AFTO Form 95, Significant Historical Data, will be maintained in close proximity to the OFS. MDAT personnel installing the equipment are responsible for the initial AFTO Form 95 entries. Updates will be the responsibility of the personnel making any modification.

b. Communications-Electronics Facility Records(CEFR) and Technical Data. The installation MDAT will provide HQ/LGM and HQ/DOSDM with a drawing showing the equipment locations, including building and room number, and location of power panels that supply power to the OFS equipment. A copy of the CEFR will be retained with the AFTO Form 95 at the OFS. Whenever MDAT personnel visit an OFS location, they will review and update the CEFR and AFTO Form 95, as appropriate and forward all changes to HQ/LGM and HQ/DOSDM. The MDAT will update the technical data during each visit to the OFS.

c. Personnel Data Records. The Personnel Data Record is a report showing the grade, name, rotation date, and duty phone number of all OFS attendants at each location. The initial report will be submitted to HQ/LGM and HQ/DOSDM by the installation MDAT/Mobile Training Team (MTT) and will be updated during each subsequent visit.

2. Responsibilities (reference ISSA). The host (supplier) will:

a. Provide personnel in the near vicinity of the OFS equipment, 24 hours per day, to respond to equipment alarms. Alarm conditions occur when the power to the equipment fails, when the OFS computer detects a system error, or when the alarm is activated by a command from the Hydroacoustic Recorder and Processor (HRP). Response to these conditions will consist of restoring power to the system, performing a COLDSTART if a system error occurred, or by entering the command ALARM OFF if the alarm was initiated by the HRP. In this last case, check the teleprinter printout to see if a response is required to be sent back to the HRP.

b. Provide an OFS attendant who will:

(1) Check the equipment daily to ensure proper operation, timer accuracy, teleprinter messages, and communication ability. These checks will consist of the following:

(a) Visual inspection of the status display panel to ensure normal or proper operation.

(b) Confirm timer accuracy of  $\pm 30$  milliseconds.

(c) Review of teleprinter printout to determine equipment state of health and messages from the HRP that require a reply.

(d) Verify communication ability with the HRP. This will be accomplished by transmitting a message to the HRP, via the teleprinter, indicating that the daily checks as outlined in paragraph 2b(1) were performed. Include any additional comments and/or questionable areas. The HRP will acknowledge receipt of the message and forward all maintenance questions and/or erratic indications to the HRP maintenance personnel for resolution.

(2) Perform maintenance diagnostic tests on the OFS as described in the applicable Technical Instruction (TI). The diagnostic tests will be scheduled by the HRP in coordination with the OFS attendant.

(3) Perform organizational level maintenance (drawer replacement, card replacement, etc.). All maintenance on the OFS will be under the direction of HQ maintenance personnel through the HRP.

(4) Perform routine preventive maintenance on OFS equipment identified in appropriate instructions (i.e., clean filters, corrosion control, required adjustments, etc.).

(5) Notify the HRP operator:

(a) When there is a failure of the OFS.

(b) When a spare/replacement component is received. See format in paragraph 4c.

(c) When change in assignment status has been forecasted. (NOTE: The HRP section will advise HQ/LGM.)

(d) By telephone of OFS inability to communicate via the teleprinter. (NOTE: Priority message will be used only if both the OFS teleprinter and telephone communications have failed.)

(5) Ship defective drawers, modules, or cards to FB4300. The HRP will be notified via the teleprinter when items are shipped. See format in paragraphs 4d and e.

(7) Provide the HRP section an AUTOSEVOCOM or AUTOVON number where the OFS attendant can be reached if communication via the teleprinter is lost.

(8) Provide the HRP headquarters 24 hour advance message notification of power or equipment outages which will affect the OFS operation. These outages should include both scheduled, man-made outages and anticipated outages which may occur due to predicted natural disasters such as hurricanes, tsunami, snow storms, etc. The message should include the estimated start time and the estimated duration of the outage.

3. Equipment Operational Status. Equipment operational status will be determined by the HRP personnel and provided to the OFS attendant.

4. Supply Procedures (reference ISSA):

a. All supply actions between the OFS and HRP will be initiated through the OFS/HRP teleprinter. AUTOVON will be used for supply actions if the teleprinter has failed. In the event AUTODIN is used, the format(s) in Figure 1 and/or 5 will be followed.

b. All replacement parts required by the OFS will be requisitioned by HRP personnel who will:

(1) Provide status of the shipment to the OFS attendant.

## ACINT MESSAGEFORM

FROM REQUISITIONER'S MESSAGE ADDRESS

TO HQ//DOSDM//

INFO: HQ//LGS/LGM//

TOD//LGE//LGS//

ENTER CLASSIFICATION ON THIS LINE.

SUBJ: RECEIPT OF SHIPMENT.

1 / 2 / 3 / 4 / 5

{1} STOCK NUMBER/PART NUMBER

{2} UNIT OF ISSUE

{3} QUANTITY

{4} DOCUMENT NUMBER

{5} DATE/TIME RECEIVED

NOTE: HQ AND TOD ADDRESSES SHOULD BE OBTAINED FROM THE ISSA.

FUNCTION AY.

Figure 1. Receipt of Shipment

FSN, PART NO. AND ITEM DESCRIPTION		UNSERVICEABLE (REPAIRABLE) EQUIPMENT TAG-MATERIAL	
		INSPECTION ACTIVITY	CONDITION CODE
		REASON FOR REPAIRABLE CONDITION	
SERIAL NO./LOT NO.	UNIT OF ISSUE	REMOVED FROM	
CONTRACT OR PURCHASE ORDER NO.	QUANTITY	INSPECTOR'S NAME OR STAMP AND DATE	
REMARKS			

WARNING: Use of tamper-evident tape on this form will render it unusable. (Do not use tape.)

DD FORM 1577-2, 1 OCT 68

Figure 2. INSTRUCTIONS FOR COMPLETING DD FORM 1577-2

Complete DD Form 1577-2 as outlined below.

- a. FSN, Part No. and Item Description: Enter the stock number, part number, and description of item being returned.
- b. Serial No./Lot No.: Enter the serial number of the item being returned, if it has one.
- c. Unit of Issue: Enter "EACH".
- d. Contract or Purchase Order No.: Leave blank.
- e. Quantity: Enter "1" (each item returned must have a DD Form 1577-2 attached).
- f. Inspection Activity: Enter the station designator. (Example: "L 074")
- g. Condition Code: Enter "F".
- h. Reason for Repairable Condition: Tell what is wrong with the item.
- i. Removed From: Enter "OFS".
- j. Inspector's Name or Stamp and Date: Leave blank.
- k. Remarks: Enter "NRTS" (Not Repairable This Station) and Document Number. (Use the document number of the new item to replace the item being returned).

2-4. Mission Tasking. To provide a positive means to track tasking, all AFTAC-initiated sorties will be assigned a tasking identifier. The tasking identifier will consist of the last two digits of the fiscal year and a four digit number assigned sequentially by AFTAC/DOR. Example: 86-0250.

a. Tasking messages - All mission tasking, including SEO trainers, will be via PROREP 1 from AFTAC/DOR. Each PROREP 1 will include a tasking identifier for each sortie tasked. Missions tasked for multiple levels will include a tasking identifier for each level.

b. Tasking expiration - All mission tasking messages, except for P-2 sorties, will contain a tasking expiration time. This time will be based on the criteria listed in paragraph 2-5 below. Tasking will expire if the AOI has not begun by the expiration time.

2-5. Mission Accomplishment Data. To aid in the evaluation of mission effectiveness, field units will provide full details concerning all sorties which do not meet full mission objectives as stated in HQ AFTAC tasking. Reporting will be via PROREP procedures as set forth in Chapter 11. Final determination of mission non-accomplishment rests solely with HQ AFTAC. HQ AFTAC/DOR will maintain records to indicate mission degradation (DMA) or non-accomplishment (MNA). HQ AFTAC will use the following criteria to determine DMA/MNA.

a. P1, P2, P3, S, D, B sorties - When less than the required AOI is covered (as determined by HQ AFTAC) or the sortie is not flown within the time specified below, an MNA will be assigned.

(1) P1, P3, S, and D sorties - When the start of the AOI coverage is not within  $\pm$  12 hours of the time tasked by HQ AFTAC, an MNA will be assigned.

(2) P2 Sorties:

(a) Degraded Mission Accomplishment (DMA) - When the start of the AOI coverage is not within minus 30 minutes/plus one hour of the time originally tasked by HQ AFTAC or an AFTAC field unit, a DMA is charged. A DMA will be charged if the IP time is not within minus 30 minutes/plus one hour based on the original time even if new AOIs and IP times have been planned due to mission delays. Changes caused by SUPA changes will not be charged as DMA.

NOTE: Due to the time critical nature of P-2 sorties, every effort should be made to launch as close to schedule as possible.

(b) Mission Non-accomplishment (MNA) - If the aircraft cannot reach the IP within 12 hours of tasked time, an MNA will be assigned. P-2 tasking will expire 12 hours after the IP time originally specified by the field unit planning the mission. MNA data for P-2s will be based on the original IP time even if a new IP time and track is developed due to a delay.

(3) Background (B) Sorties.

(a) When the start of the AOI coverage is not within -24 hours/+48 hours of the time tasked by HQ AFTAC, an MNA will be assigned. Exception: Southern Hemisphere/Indian Ocean backgrounds: When the start of the AOI is not within  $\pm$  120 hours of the time tasked by HQ AFTAC, an MNA will be assigned.

(b) E Sorties - If the aircraft is not on station for the entire tasked window a DMA will be assigned. If the aircraft doesn't cover any of the tasked window or is not on station for an event during the tasked window an MNA will be assigned.

(c) V Sorties - MNA criteria will be included in the implementing directives.

(d) D Sortie Standbys - If a mission capable aircraft is not available or capable of takeoff at the required time (ref USAF Constant Dome Plan) an MNA will be assigned. A launch order is not required to assign an MNA.

(e) Other - If the aircraft is not available/capable of supporting tasked trainers, etc, an MNA will be assigned for each lost sortie.

2-6. Abbreviations. In addition to the abbreviations authorized by AFM 11-2, the following abbreviations peculiar to AFTAC sampling operations are authorized:

AOI	Area of Interest
ARE	Atmospheric Research Equipment

BOA	Broad Ocean Area
CPM	Counts per Minute
CRM	Count Rate Meter
DMA	Degraded Mission Accomplishment
EDO	Experimental Detector Operator
EL	Equipment Location
GM	Geiger Mueller
IFN	Inflight Negative
IFP	Inflight Positive
LDE	Long Duration Exposure
MCL	McClellan Central Laboratory
MNA	Mission Non-Accomplishment
MR	Milliroentgen
NTS	Nevada Test Site
PROREP	Plans, Requirements, Operations Report
R	Roentgen
RM	Rate Meter
SDE	Short Duration Exposure
SEO	Special Equipment Operator
SE	Special Event
SUPA	Meteorological or Oceanographic Trajectory

2-7. Nicknames. The following names have been assigned to the AFTAC detection and sampling operations:

VOLANT CHUCK (MAC)	Southern Hemisphere Reconnaissance for HQ USAF
VOLANT CURRY (MAC)	Special Weather Reconnaissance
VOLANT DOME (MAC)	Domestic Reconnaissance for HQ USAF
VOLANT FISH (MAC)	Water Sampler
VOLANT SPECK (MAC)	Special Reconnaissance for HQ USAF
VOLANT TRACK (MAC)	Special Sampling Requirements
COMBAT CATCH (HQ USAF)	Special USAF Reconnaissance
CONSTANT GLOBE (HQ USAF)	Worldwide Sampling Operations
CONSTANT DOME (HQ USAF)	Domestic Reconnaissance for HQ USAF
CONSTANT FISH (HQ USAF)	Water Sampler
GIANT FISH (SAC)	Aerial Operations for Atmospheric Sampling
OLYMPIC RACE (SAC)	Special Operations for HQ USAF
PONY EXPRESS (JCS)	Special Reconnaissance for JCS

2-8. Time Standard. Coordinated Universal Time will be used for all date-time-groups (DTG).

2-9. Flight Restrictions. Safety of flight will take precedence over all aerial sampling operations.

a. Flight operations will be conducted in accordance with JCS/USAF policies, the Foreign Clearance Guide, flight restrictions as defined by theater commander, USAF Technical Orders, Air Force regulations, and operating procedures prescribed by the operating commands.

b. Detection and collection operations will not be conducted in any area where such operations would result in embarrassment to the United States or its allies.

2-10. Standard Flight Planning Positions and Tracks:

a. KEN/ARC Positions: Standard geographical positions are identified in the Pacific and Alaskan/arctic areas to assist in mission tasking and flight planning. The following identification points will be used to the greatest extent possible:

(1) KEN Track - Pacific Area

KEN 1----21-00N 12/-25E  
 KEN 2----24-21N 130-07E  
 KEN 3----28-41N 133-54E  
 KEN 4----31-34N 136-49E  
 KEN 5----34-07N 139-30E  
 KEN 6----37-00N 144-00E  
 KEN 7----40-57N 149-05E  
 KEN 8----44-35N 154-41E  
 KEN 9----47-54N 161-01E

KEN 10---50-30N 167-12E  
 KEN ALPHA----41-26N 140-05E  
 KEN BRAVO----37-57N 139-07E  
 KEN CHARLIE--35-32N 133-06E  
 KEN DELTA----33-24N 126-38E  
 KEN ECHO----30-00N 125-12E  
 KEN FOXTROT--26-01N 124-00E  
 KEN GOLF----21-00N 122-33E  
 KEN HOTEL----19-05N 117-47E  
 KEN INDIA---14-27N 117-12E

(2) ARC Track - Alaskan/Arctic Areas

ARC 1----52-43N 174-05E  
 ARC 2----55-12N 178-31W  
 ARC 3----60-00N 173-00W  
 ARC 4----62-00N 166-30W  
 ARC 5----70-00N 165-00W  
 ARC 6----75-00N 165-00W  
 ARC 7----80-00N 165-00W  
 ARC 8----85-00N 165-00W  
 ARC 9----90-00N  
 ARC 10---85-00N 015-00E  
 ARC 11---80-00N 010-00E  
 ARC 12---75-00N 005-00E  
 ARC 13---70-00N 002-30E  
 ARC 14---65-00N 000-00  
 ARC ALPHA----74-00N 173-00E  
 ARC BRAVO----80-00N 165-00E  
 ARC CHARLIE--79-00N 127-00E  
 ARC DELTA----85-00N 100-00E  
 ARC ECHO----85-00N 030-00E  
 ARC FOXTROT--76-00N 030-00E

(3) The KEN/ARC track follows the Amber 590 airway.

(4) The corresponding Red 580 airway positions may be used for southwest bound requirements.

b. Standard Tracks. The following preplanned standard flight tracks will be used to the greatest extent possible when planning sampling operations in the arctic area.

BAR ONE	ARC 6 to ARC 10
BAR TWO	ARC 6 to ARC BRAVO to ARC DELTA
BAR THREE	Pt Barrow to ARC 6 to ARC BRAVO to ARC CHARLIE
BAR FOUR	ARC BRAVO to ARC CHARLIE to ARC DELTA

2-11. Equipment and Supply. Aircraft designated to support the AEDS, the commands of assignment and the ARE installation are as indicated in Table 2-1.

a. AFTAC, MAC and SAC are responsible for requisitioning, issuing, and accounting for filter papers and spheres installed on sampling aircraft by their respective ARE maintenance units. "K" or "L" series papers will be used only when directed by this headquarters.

b. 302X1 personnel will install and maintain ARE in accordance with applicable USAF Technical Orders.

c. SEOs will operate ARE in accordance with applicable USAF Technical Orders.

2-12. Flight Crew Information File (FCIF). The FCIF is used to inform crew and non-crew members of immediate need to know flight/safety related procedures, policies, and operational directives. Each operating location will establish and maintain an FCIF in accordance with the following criteria:

a. The FCIF will be maintained in a location readily accessible to all assigned and attached flying personnel.

b. The FCIF at all permanent operating locations will contain Volumes I thru IV. Temporary operating locations will maintain only Volume I.

(1) Volume I will contain notification of recent changes to pertinent publications (TO's, Regs, etc.), recent procedural changes, and any other information pertaining to effective mission accomplishment. Each entry will be numbered with the year and sequential number (e.g. 79-1). The numbering system will be based on a fiscal year. All entries will be reviewed for disposition at the end of each quarter by stan/eval personnel. Normally, an item will not remain in Volume I of the FCIF longer than one year.

(2) Volume II will contain Flight Crew Bulletins.

(3) Volume III will contain the following technical orders and manuals:

(a) T.O. 00-20-5, Aircraft, Drone, Aircrew Training Devices, Engines and Air-Launched Missile Inspection, Flight Reports, and Supporting Maintenance Documents.

(b) T.O. 00-110A-1, Guidelines for Identification and Handling of Aircraft and Material Contaminated with Radioactive Debris.

(c) T.O. 00-110A-12, Procedures for Radiological Decontamination.

(d) T.O. 00-110N-3, Requisition, Handling, Storage and Identification of Radioactive Material.

(e) T.O. 00-110N-14, Radioactive Test Sample, Krypton 85, Gamma, MX-7338/PDR-27R.

(f) T.O. 1B-52H-1, Flight Manual, B-52H.

(g) T.O. 1C-130B-1, Flight Manual C-130.

(h) T.O. 1C-130(H)H-1, Flight Manual HC-130.

(i) T.O. 1C-130(W)E-1, Partial Flight Manual WC-130/E/H.

(j) T.O. 1C-135A-1, Flight Manual, C-135A and B.

(k) T.O. 1C-135(W)B-1, Partial Flight Manual, WC-135B.

(l) T.O. 9P1-2-17-2, 900 Cu In Spheres.

(m) T.O. 12M5-4-1-131, Sample Handling.

(n) T.O. 12M5-4-1-132, Aerial Seawater System.

(o) T.O. 12M5-4-1-142, ARE Operator Console.

(p) T.O. 12M5-4-2-12, U-1 Foil with Clamshell Door and Inflatable Seal.

(q) T.O. 12M5-4-3-1, FI-2 Foil Assy.

(r) T.O. 12M5-4-5-2, Type F-52 Foil, P-52 Platform.

(s) T.O. 12M5-4-6-12, Count Rate Meter, B/400A.

(t) T.O. 12M5-4-8-12, Electrical Pressure System PN 385524-9.

(u) T.O. 12M5-4-10-2, Directional Receiver, D-500.

(v) T.O. 12S5-4-40-1, Rustrak Recorder MDL-88.

(w) Technical Manuals pertaining to other supplementary equipment.

(4) Volume IV will contain the following Air Force and flying support organization publications:

(a) AFM 51-12, Weather for Aircrews.

(b) AFM 51-40, Air Navigation.

(c) AFR 60-1, Flight Management.

(d) AFR 60-9, Aircrew Flight Manuals Program.

(e) AFR 60-9/CEN Sup 1.

d. AFTAC field units will forward priority weather requests for specific levels during alerts to HQ/WE. If planning requirements dictate, contact HQ/WE via autovon 854-4531 for immediate SUPA information. Any early SUPA transmission request should be forwarded to HQ/DOR.

3-4. Trajectories. Trajectory construction is the primary technique used by WE forecasters to follow the movement of suspected debris air parcels. Trajectories contained in SUPA and PRELIM SUPA messages are either manually constructed by WE forecasters or obtained from computer products provided by Air Force Global Weather Central (AFGWC).

a. The altitudes selected for trajectories vary with each event depending on such factors as: magnitude, environment, atmospheric stability, and the operational capability of sampling aircraft. Trajectories are usually located at standard weather reporting levels in the atmosphere (i.e., 850MB, 700MB, etc). Additional trajectories are prepared at intermediate levels when aerial sampling or weather analyses indicate that debris may be located at these levels.

b. After requirements are established, trajectories are prepared twice daily from analyzed weather charts containing 0000Z and 1200Z meteorological data. The time required to obtain and analyze the weather data varies between four and eight hours. The earliest time trajectories for Part 1 of a SUPA can be prepared is usually 0400Z and 1600Z for the 0000Z and 1200Z data bases respectively.

c. WE continuously evaluates the confidence of all trajectories. HIGH confidence is assigned to any trajectory that remains in a fast to moderate speed wind field that extends from the vert location to an accessible sampling area. MODERATE confidence is normally assigned to any trajectory that moves into a moderately diverging wind field. LOW confidence is assigned to any trajectory that:

- (1) Encounters a terrain obstruction.
- (2) Loops a closed circulation weather pattern.
- (3) Moves in a wind field of five (5) knots or less for an extended period of time.

NOTE: Phase 2 (P-2) sorties are scheduled against HIGH confidence trajectories and may or may not be directed by DOR against MODERATE confidence trajectories. Phase 3 (P-3) sorties are normally scheduled against LOW confidence trajectories, outflow, or air mass movement associated with an event.

### 3-5. On-Site Forecasters.

a. Mission briefed on-site forecasters, when available, function as an extension of WE to AFTAC field units. SUPA messages prepared and transmitted by WE will normally contain the trajectory forecasts used to plan sampling sorties. On-site forecasters will process and review SUPA/PRELIM SUPA information. On-site forecasters are authorized to make adjustments to the forecast portion of a SUPA consistent with the latest weather data received in their area of responsibility. On-site forecasters will maintain documentation of adjusted SUPA forecasts and, if possible, coordinate with WE on substantial changes. At the termination of an alert, WE may require detailed information on SUPA forecast adjustments in order to conduct statistical evaluations of trajectory support.

b. On-site forecasters will, whenever possible, undergo orientation and technical training, conducted by Det 11, 2 WSq, prior to assuming responsibilities in the field. If contingencies preclude this training, WE will ensure that the necessary training is provided as soon as possible. WE will insure that on-site forecasters are conversant with current support techniques and are fully qualified to provide meteorological support for aerial sampling and detection operations. WE will conduct proficiency training and seminars for on-site forecasters as required to insure that quality support is provided. These sessions will also serve as vehicles for the exchange of concepts to improve meteorological support.

3-6. Meteorological Trajectory Messages. AFTAC/DOR will determine SUPA/PRELIM SUPA requirements. These trajectory messages will be consecutively numbered in the subject portion of the message, (i.e., SUPA FOR ALERT, PRELIM SUPA   ), and will be prepared/transmitted to the affected field units by WE. SUPA/PRELIM SUPA trajectories will be coded into the format outlined in paragraph 3-7. When SUPA trajectory forecasts are required for several MB levels, the message may be transmitted in parts with the most time critical, fastest moving levels sent as Part 1. Remaining trajectories will be transmitted later as Part 2, Part 3, etc. The heading of a SUPA message containing more than one part will contain the remark: PART OF PARTS.

DD FORM 1348-1											
ITEM IDENTIFIER		QUANTITY		DOCUMENT NUMBER		SHIP DATE		RECEIVED BY AND DATE		UNIT PRICE	
TIN		00001X		0100 0013		011-04-05		R			
SHIPPED FROM		SHIP TO		MARK FOR PROJECT						DOLLARS	
FY XXXX		FB4300									
A WAREHOUSE LOCATION		B ITEM CLASS PACK		C UFC CUBE		D SPEIGHT RATE		E DOCUMENT NUMBER CONT			
G		H		J		K		L		M	
N		O		P		Q		R		S	
T WESTINATE DATA (ITEM CHARMALLY REQUESTED)		FREIGHT CLASSIFICATION NOMENCLATURE									
U		V									
W ITEM NOMENCLATURE		Y									
x Oscillator											
M SELECTED BY AND DATE		N TYPE OF CONTAINER		O TOTAL WEIGHT		P RECEIVED BY AND DATE		Q INSPECTED BY AND DATE			
I		2		3		E C E U 7		S			
E PACKED BY AND DATE		G NO OF CONTAINERS		H TOTAL CUBE		R E V E R I S T 9		T WAREHOUSED BY AND DATE			
S								U WAREHOUSE LOCATION			
W 4		5		6				V 10			
REMARKS											
Item is under DIFM control											
AA FIRST DESTINATION ADDRESS		BB DATE SHIPPED		CC		DD		EE			
II		12		FF				GG			
13 TRANSPORTATION CHARGEABLE TO		14 B LOADING, AWB, OR RECEIVER'S SIGNATURE AND DATE				15 RECEIVER'S DOCUMENT NUMBER					

DD FORM 1348-1

1 MAY 74

DDG SINGLE LINE ITEM RELEASE/RECEIPT DOCUMENT

2 PARTS

Figure 3. INSTRUCTIONS FOR COMPLETING DD FORM 1348-1.

A DD Form 1348-1 will be prepared for each item being turned into FB4300 and attached to the property. Complete DD Forms 1348-1 as outlined below. All blocks not identified, will be left blank.

- CC1-3: Document Identifier - Enter "TIN."
- CC8-22: Stock number of item being returned.
- CC23-24: Unit of issue EA for EACH.
- CC25-29: Quantity.
- CC30-43: Document number (available from HRP personnel).
- CC55-56: System designator - Enter "01."
- CC57-59: Project Code - Enter "104."
- CC60-61: Priority - Enter "05."
- CC62: Action take code - Enter "R."
- Block A Shipped From: Enter applicable Air Force FY account number (reference Attachment 5, paragraph 5).
- Block B Ship To: Enter "FB4300."
- Block P Material Condition Code: Enter "A" (serviceable), or "F" (repairable).
- Block X Item Nomenclature: Name of item being returned.
- Block AA Remarks: Enter "Item is under DIFM control."

SHIPPING CONTAINER TALLY		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50										
REQUISITION AND INVOICE/SHIPPING DOCUMENT												1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
1. FROM FY XXXX												1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
2. TO FB4300												5. REQUISITION DATE FYXXXX 0100 0013																																																	
3. SHIP TO - MARK FOR Item is under DIFM control												7. DATE MATERIAL REQUIRED 05																																																	
4. ACCOUNTING AND FUNDING DATA												9. AUTHORITY OR PURPOSE																																																	
b												10. SIGNATURE																																																	
b												11. VOUCHER NUMBER AND DATE																																																	
b												12. DATE SHIPPED																																																	
b												13. VOUCHER NUMBER AND DATE																																																	
b												14. MODE OF SHIPMENT																																																	
b												15. BILL OF LADING NUMBER																																																	
b												16. AIR MOVEMENT DESIGNATOR OR PORT REFERENCE NUMBER																																																	
b												17. TOTAL COST																																																	
b												18. QUANTITY REQUESTED																																																	
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Figure 4.

JOINT MESSAGE FORM

FROM REQUISITIONER'S MESSAGE ADDRESS

TO HQ//DOSDM//

INFO: HQ//LGS/LGM//

ENTER CLASSIFICATION ON THIS LINE.

SUBJ: SHIPMENT OF PROPERTY.

DOC NO {DOCUMENT NUMBER OF ITEM BEING TURNED IN} SHIPPED ON {DATE}  
VIA {MEANS OF SHIPMENT}.

NOTE: HQ AND TOD ADDRESSES SHOULD BE OBTAINED FROM THE ISSA.

FUNCTION AY.

1. NAME OF SOURCE SYSTEM/PHONE	
2. NAME, TITLE, OFFICE, SYMBOL AND PHONE	
3. DATE	
4. 00	1702

Figure 5.

c) Provide any special instructions required by the OFS.

c. The OFS attendant will acknowledge, via the teleprinter, the receipt of all shipments. The receipt message will be in the following format:

OFS STATION DESIGNATOR-RECEIVED-NATIONAL STOCK NUMBER/PART NUMBER-QUANTITY RECEIVED

DOCUMENT NUMBER-DATE AND TIME RECEIVED

Example: EL074-RECEIVED-6625P0128224300-1-X163HH20210001-10/1439Z FEB 82.

Note: In the event AUTODIN is utilized, the format as shown in Figure 1 will be followed.

d. The OFS attendant will return all repairable items removed from the OFS to FB4300, Bldg 626A, McClellan AFB, CA 95652, unless otherwise directed by HRP personnel. All items returned to FB4300 will be accompanied by a DD Form 1577-2, Unserviceable/Repairable Tag, and either a DD Form 1348-1, DOD Single Line Item Release/Receipt Document, or a DD Form 1149, Requisition and Invoice/Shipping Document. NOTE: A DD Form 1149 is not required if a DD Form 1348-1 is used. DD Form 1577-2 will be completed as shown in Figure 2, DD Form 1348-1 as shown in Figure 3, and DD Form 1149 as shown in Figure 4. If assistance is required in completing these forms, guidance will be provided by the HRP personnel via the teleprinter.

e. The OFS attendant will inform the HRP operator, via the teleprinter, of the date and mode of shipment of all items returned to FB4300. The message will be in the following format:

OFS STATION DESIGNATOR-SHIPMENT-DOCUMENT NUMBER OF ITEM SHIPPED-DATE/MODE OF SHIPMENT

Example: EL074-SHIPMENT-X163HH20080001-11 FEB 82/COMMERCIAL AIRLINE

NOTE: In the event AUTODIN is utilized, the format as shown in Figure 5 will be followed.

OFFICIAL

1 Attachment  
Specific Station Requirements (SSR)  
(Forwarded separately)

#### SUMMARY OF CHANGES

Plant-in-Place Records are now called Communications-Electronic Facility Records (CEFR). The SSRs for EL 073 and EL 074 were updated. Administrative changes have been made.

## SPECIFIC STATION REQUIREMENTS/ EL 070

1. Station Designator: EL 0702. HRP Station Address: 0

3. Configuration Switches:

Station Address - S2 = 0, S3 = 0, S4 = 1, S5 = 1Highest Number Installed Channels: S6 = 1, S7 = 1, S8 = 0Sample Rate - S10 = 200Baud Rate - S9 = 2400Back-up Timing System - S1 = Yes4. Air Force Organizational Unit Code (Complete Number provided by HRP): 107HH5. Air Force FY Account Number: FY9909

6. Channel and Sensor Information:

DFS Channel	Signal Cable Termination Circuit	Input Amp Attenuator	PAMA Filter	SAMA Filter
0	N/A	N/A	N/A	N/A
1	48db	12db	Normal	Normal
2	48db	12db	Normal	Normal
3	48db	12db	Normal	Normal
4	48db	12db	Seismic	Seismic
5	48db	12db	Normal	Normal
6	0db	0db	Normal	Normal
7	N/A	N/A	N/A	N/A

7. Miscellaneous Information: \_\_\_\_\_

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## SPECIFIC STATION REQUIREMENTS/ ELO73

1. Station Designator: EL 0732. HRP Station Address: F

3. Configuration Switches:

Station Address - S2 = 0, S3 = 1, S4 = 0, S5 = 1Highest Number Installed Channels: S6 = 1, S7 = 0, S8 = 0Sample Rate - S10 = 200Baud Rate - S9 = 2400Back-up Timing System - S1 = Yes4. Air Force Organizational Unit Code (Complete Number provided by HRP): 108HH5. Air Force FY Account Number: FY9942

6. Channel and Sensor Information:

DFS Channel	Signal Cable Termination Circuit	Input Amp Attenuator	PANA Filter	SANA Filter
0	N/A	N/A	N/A	N/A
1	48db	12db	Normal	Normal
2	48db	12db	Normal	Normal
3	48db	12db	Normal	Normal
4	48db	12db	Normal	Normal
5	N/A	N/A	N/A	N/A
6	N/A	N/A	N/A	N/A
7	N/A	N/A	N/A	N/A

7. Miscellaneous Information: \_\_\_\_\_

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## SPECIFIC STATION REQUIREMENTS/ EL 074

1. Station Designator: EL 0742. HRP Station Address: 3

3. Configuration Switches:

Station Address - S2 = 0, S3 = 1, S4 = 1, S5 = 0Highest Number Installed Channels: S6 = 1, S7 = 1, S8 = 0Sample Rate - S10 = 200Baud Rate - S9 = 2400Back-up Timing System - S1 = Yes4. Air Force Organizational Unit Code (Complete Number provided by HRP): 163HH5. Air Force FY Account Number: FY1812

6. Channel and Sensor Information:

OFS Channel	Signal Cable Termination Circuit	Input Amp Attenuator	PANA Filter	SANA Filter
0	N/A	N/A	N/A	N/A
1	48db	12db	Normal	Normal
2	N/A	N/A	N/A	N/A
3	N/A	N/A	N/A	N/A
4	48db	12db	Seismic	Seismic
5	N/A	N/A	N/A	N/A
6	N/A	N/A	N/A	N/A
7	N/A	N/A	N/A	N/A

7. Miscellaneous Information: \_\_\_\_\_

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## SPECIFIC STATION REQUIREMENTS/ EL 092

1. Station Designator: EL 0922. HRP Station Address: 3

3. Configuration Switches:

Station Address - S2 = 0, S3 = 0, S4 = 0, S5 = 1Highest Number Installed Channels: S6 = 1, S7 = 1, S8 = 0Sample Rate - S10 = 200Baud Rate - S9 = 2400Back-up Timing System - S1 = YES4. Air Force Organizational Unit Code (Complete Number provided by HRP): 270HH5. Air Force FY Account Number: FY8768

6. Channel and Sensor Information:

OFS Channel	Signal Cable Termination Circuit	Input Amp Attenuator	PAMA Filter	SAMA Filter
0	N/A	N/A	N/A	N/A
1	48db	12db	Normal	Normal
2	48db	12db	Normal	Normal
3	48db	12db	Normal	Normal
4	48db	12db	Normal	Normal
5	48db	12db	Normal	Normal
6	48db	12db	Normal	Normal
7	N/A	N/A	N/A	N/A

7. Miscellaneous Information: \_\_\_\_\_

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## SPECIFIC STATION REQUIREMENTS/ EL 135

1. Station Designator: EL 1352. HRP Station Address: A

3. Configuration Switches:

Station Address - S2 = 0, S3 = 0, S4 = 0, S5 = 0Highest Number Installed Channels: S6 = 1, S7 = 1, S8 = 0Sample Rate - S10 = 200Baud Rate - S9 = 2400Back-up Timing System - S1 = Yes4. Air Force Organizational Unit Code (Complete Number provided by HRP): 128HH5. Air Force FY Account Number: FY8519

6. Channel and Sensor Information:

DFS Channel	Signal Cable Termination Circuit	Input Amp Attenuator	PANA Filter	SANA Filter
0	N/A	N/A	N/A	N/A
1	48db	12db	Normal	Normal
2	48db	12db	Normal	Normal
3	48db	12db	Normal	Normal
4	0db	0db	Normal	Normal
5	0db	0db	Normal	Normal
5	48db	12db	Normal	Normal
7	N/A	N/A	N/A	N/A

7. Miscellaneous Information: \_\_\_\_\_

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## SPECIFIC STATION REQUIREMENTS/ SL 145

1. Station Designator: SL 1452. HRP Station Address: 0

3. Configuration Switches:

Station Address - S2 = 0, S3 = 0, S4 = 1, S5 = 0Highest Number Installed Channels: S6 = 1, S7 = 0, S8 = 0Sample Rate - S10 = 200Baud Rate - S9 = 2400Back-up Timing System - S1 = Yes4. Air Force Organizational Unit Code (Complete Number provided by HRP): 132HH5. Air Force FY Account Number: FY8520

6. Channel and Sensor Information:

OFSC Channel	Signal Cable Termination Circuit	Input Amp Attenuator	PANA Filter	SANA Filter
0	N/A	N/A	N/A	N/A
1	0db	0db	Normal	Normal
2	0db	0db	Normal	Normal
3	0db	0db	Normal	Normal
4	0db	0db	Normal	Normal
5	N/A	N/A	N/A	N/A
6	N/A	N/A	N/A	N/A
7	N/A	N/A	N/A	N/A

7. Miscellaneous Information: \_\_\_\_\_

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## SPECIFIC STATION REQUIREMENTS/ EL 360

1. Station Designator: EL 3602. HRP Station Address: H

3. Configuration Switches:

Station Address - S2 = 0, S3 = 1, S4 = 1, S5 = 1Highest Number Installed Channels: S6 = 1, S7 = 1, S8 = 0Sample Rate - S10 = 200Baud Rate - S9 = 2400Back-up Timing System - S1 = Yes4. Air Force Organizational Unit Code (Complete Number provided by HRP): 164HH5. Air Force FY Account Number: FY9975

6. Channel and Sensor Information:

OFS Channel	Signal Cable Termination Circuit	Input Amp Attenuator	PANA Filter	SANA Filter
0	N/A	N/A	N/A	N/A
1	48db	12db	Normal	Normal
2	48db	12db	Normal	Normal
3	48db	12db	Normal	Normal
4	48db	12db	Normal	Normal
5	48db	12db	Normal	Normal
6	48db	12db	Normal	Normal
7	N/A	N/A	N/A	N/A

7. Miscellaneous Information: \_\_\_\_\_

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## SPECIFIC STATION REQUIREMENTS/ EL 372

1. Station Designator: EL 3722. HRP Station Address: 1

3. Configuration Switches:

Station Address - S2 = 1, S3 = 0, S4 = 0, S5 = 0Highest Number Installed Channels: S6 = 1, S7 = 1, S8 = 0Sample Rate - S10 = 200Baud Rate - S9 = 2400Back-up Timing System - S1 = Yes4. Air Force Organizational Unit Code (Complete Number provided by HRP): 174HH5. Air Force FY Account Number: FY1816

6. Channel and Sensor Information:

OFS Channel	Signal Cable Termination Circuit	Input Amp Attenuator	PANA Filter	SANA Filter
0	N/A	N/A	N/A	N/A
1	48db	0db	Normal	Normal
2	48db	0db	Normal	Normal
3	48db	0db	Normal	Normal
4	48db	0db	Normal	Normal
5	48db	0db	Seismic	*Seismic
6	48db	0db	Normal	Normal
7	N/A	N/A	N/A	N/A

7. Miscellaneous Information: All Input Amplifiers (IPA) located in the MILSBuilding will be set to 66db.

## SPECIFIC STATION REQUIREMENTS/ EL 428

1. Station Designator: EL 4282. HRP Station Address: E

3. Configuration Switches:

Station Address - S2 = 0, S3 = 1, S4 = 0, S5 = 0Highest Number Installed Channels: S6 = 0, S7 = 1, S8 = 1Sample Rate - S10 = 200Baud Rate - S9 = 2400Back-up Timing System - S1 = Yes4. Air Force Organizational Unit Code (Complete Number provided by HRP): 176HH5. Air Force FY Account Number: FY9963

6. Channel and Sensor Information:

OFS Channel	Signal Cable Termination Circuit	Input Amp Attenuator	PANA Filter	SANA Filter
0	N/A	N/A	N/A	N/A
1	48db	12db	Normal	Normal
2	48db	12db	Seismic	Seismic
3	48db	12db	Normal	Normal
4	N/A	N/A	N/A	N/A
5	N/A	N/A	N/A	N/A
6	N/A	N/A	N/A	N/A
7	N/A	N/A	N/A	N/A

7. Miscellaneous Information: \_\_\_\_\_

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